THE

QUEBEC GUIDE,

TO

ALL THE PLACES OF INTEREST

IN AND ABOUT THE

ITY AND COUNTRY ADJACENT,

TOGETHER WITH

A CARTERS' TARIFF,

AND A

TABLE OF RAILROAD DISTANCES

THROUGHOUT THE PROVINCE.

QUEBEC:

P. SINCLAIR, BOOKSELLER, STATIONER, &c.

No. 56, St. John Street.

1857.

OM QUEBEC.

F		FARE BY
ARKS.	5s. 6d.	1 62
	3s.	0 75
	10s.	2 50
	18s.	4 50
Cobourg.	19s.	4 75
mer.		3 37
	13s. 6d.	
mond.		
rom Toronto.	23s.	5 75
Prescott.	11s. 6d.	2 87
via Kemptville.	11s.	2 75
amer.	16s.	4 00
Prescott.	12s.	3 00
do.	13s.	3 25
2 rom Toronto.	26s. 6d.	6 72
. W.	16s. 6d.	4 12
1	10s.	2 50
2 on.	20s.	5 00
Kemptville, thence	14s.	3 50
l.		
1 amer.	13s. 6d.	3 37
2 m Cobourg.	19s.	4 75
24 Hamilton via Galt.	22s. 6d.	5 62
22	19s. 6d.	4 87

TARIF,

DISTANCES AND FARES FROM QUEBEC.

FARE BY G. T. RAILWAY. Sterling.	$ Cts.	See the explanation of Routes.	G. T. R. Station.	PLACES. CANADA.	Miles from Quebec.	REMARKS.	FARE BY STEAMBOATS. Sterling.	$ Cts.
22s.	5 50	1	*	Acton, West	536	By G. T. R. W. from Toronto.	21s.	5 25
26s.	6 50	1		Barie	565	" O. S. & H. R. W. do.	21s.	5 25
14s.	3 50	1	*	Belleville	388	" G. T. R. W.	15s.	3 75
22s.	5 50	1		Bondhead	493	" do. and Steamer.	17s.	4 25
12s.	3 00	1	*	Brockville	293	" do. do.	10s.	2 50
16s.	4 00	1	*	Brighton	410	" do. do.		
22s.	5 50	1	*	Brampton	522	" do. from Toronto.		
25s.	6 25	1	*	Berlin	563	" do. do.	23s.	5 75
		1		Baitimore	436	" Railway from Cobourg.	15s.	3 75
		1		Bradins	444	" do. do.	16s.	4 00
24s.	6 00	1		Bradford	544	" Railway from Toronto.	20s.	5 00
18s.	4 50	1		Bowmanville or Darlington	457		13s. 6d.	3 37
28s.	7 00	1		Chatham	679	" G. W. R. W. from Hamilton.	24s. 6d.	6 12
18s.	4 50	1		COBOURG	431	" G. T. R. W. and Steamer.	13s. 6d.	3 37
28s.	7 00	1		COLLINGWOOD	593	" O. S. & H. R. W. from Toronto.	22s. 6d.	5 62
10s.	2 50	1	*	Cornwall	236	" G. T. R. W.	7s. 6d.	1 87
17s.	4 25	1		Colborne	417	" do.		
8s.	2 00	3	*	Compton	134	" do. via Richmond		
		1	*	Dickenson's Landing	245	" do. or Steamer from Montreal.	9s.	2 25
		1		Duffin's Creek	478	" do.	19s.	4 75
		1	*	Davenport	507	" O. S. & H. R. W. from Toronto.	22s.	5 50
		1	*	Eckfried	686	" G. W. R. W. from Hamilton.	28s.	7 00
		1		Edwardsburg	273	" G. T. R. W.	9s.	2 25
14s.	3 50	1		Gananoque	323	" do.	10s.	2 50
23s.	5 75	1	*	George Town	530	" do. from Toronto.	22s.	5 50
24s.	6 00	1	*	Guelph	550	" do do	20s.	5 00
		4		Gloucester	324	" G. T. & P. & O. R. W. [risburg.	12s.	3 00
23s.	5 75	1	*	Galt	570	Fr. Hamilton by G. W. R. W. via Har-	19s.	4 75
		1		Grafton	424	By Steamer or G. T. R. W.		
20s.	5 00	1		HAMILTON	539	do. do.	17s. 6d.	4 37
26s.	6 50	1		Hamburg	576	" G. T. R. W. from Toronto.	23s.	5 75
		1		Holland Landing	583	" O. S. & H. R. W.	21s.	5 25
		1		Harrisburg	563	" G. W. R. W. from Hamilton.	22s.	5 50
		1	*	Harwood	446	" G. & P. R. W. from Cobourg.	18s.	4 50
		1		Indian Village	449	" do. do. do.	18s.	4 50
		1		Ingersoll	592	" G. W. R. W. from Hamilton.	22s.	5 50
15s.	3 75	1		KINGSTON	340	" G. T. R. W or Steamer.	12s.	3 00
14s.	3 50	4		Kemptville	304	" P. & O. R. W. from Prescott.	12s.	3 00
15s.	3 75	4		Kelley's	316	" do. do. do.	13s.	3 25
		1	*	Keene	452	" C. & P. R. W. from Cobourg.	19s.	4 75
		1		King	569	" O. S. & H. R. W. from Toronto.	23s.	5 75
27s.	6 75	1		LONDON	615	" G. W. R. W. from Hamilton.	24s.	6 00
8s.	2 00	3		Lennoxville	123	" G. T. R. W. via Richmond.		
22s.	5 50	1		Lefroy	508	" O. S. & H. R. W. from Toronto.	19s. 6d.	4 87
8s.	2 00	1		Lancaster	222	" G. T. R. W. or Steamer.	6s. 6d.	1 62
4s.	1 00	1		MONTREAL	168	" do. do.	3s.	0 75
12s.	3 00	1		Mathilda	267	" do. do.	10s.	2 50
		1		Morgan's	456	" C. & P. R. W. from Cobourg.	18s.	4 50
22s.	5 50	2	*	Niagara	537	From Toronto by Steamer.	19s.	4 75
16s.	4 00	1	*	Napanee	367	By G. T. R. W.		3 37
		1		Newtonville	448	" do.	13s. 6d.	
		1		Newcastle	454	" do.		
12s.	3 00	3	*	Norton	157	" do. via Richmond.		
24s.	6 00	1	*	Newmarket	542	" O. S. & H. R. W. from Toronto.	23s.	5 75
14s.	3 50	4	*	OTTAWA CITY, (Byt.)	335	" P. & O. R. W. from Prescott.	11s. 6d.	2 87
		4		Oliver's Ferry, (R. Canal.)	353	" do. do. via Kemptville.	11s.	2 75
18s.	4 50	1		Oshawa	467	" G. T. R. W. or Steamer.	16s.	4 00
		4		Oxford	298	" P. & O. R. W. from Prescott.	12s.	3 00
		4		Osgoode	312	" do. do. do.	13s.	3 25
29s.	7 25	1	*	Owen Sound	630	" O. S. & H. R. W. from Toronto.	26s. 6d.	6 72
		1		Oakville	518	" Steamer or G. T. R. W.	16s. 6d.	4 12
12s.	3 00	1		Prescott	281	" do. do.	10s.	2 50
23s.	5 75	1		Paris	565	" G. W. from Hamilton.	20s.	5 00
		4	*	Perth, (Bathurst District)	386	" P. & O. R. W. to Kemptville, thence by Rideau Canal.	14s.	3 50
18s.	4 50	1	*	PORT HOPE	437	" G. T. R. W. or Steamer.	13s. 6d.	3 37
22s.	5 50	1		Peterboro	459	" C. & P. R. W. from Cobourg.	19s.	4 75
24s.	6 00	1	*	Preston	573	By G. W. R. from Hamilton via Galt.	22s. 6d.	5 62
22s.	5 50	1		Richmond Hill	517	" O. S. & H. R. W.	19s. 6d.	4 87

TARIF.

DISTANCES AND FARES FROM QUEBEC.

FARE BY G. T. RAILWAY. Sterling.	$ Cts.	See the explanation of Routes.	G. T. R. Station.	PLACES. CANADA.	Miles from Quebec.	REMARKS.	FARE BY STEAMBOATS. Sterling.	$ Cts
4s.	1 00	3		Richmond, E. T.	96	" G. T. R. W.		
		1		Romanville	458	" G. T. R. W.		
8s.	2 00	3		Sherbrooke	120	" do.		
22s.	5 50	2		St. Catharines	560	From Hamilton by G. W. R. W.	20s.	5 00
		1	•	Shakespeare	582	By G. T. from Toronto.		
26s.	6 50	1	•	Stratford	589	" do. do.	25s.	6 25
		4		Spencerville	291	" P. & O. R. W. from Prescott.	12s.	3 00
16s.	4 00	1		Shannonville	381			
		1		Scarborough	488			
20s.	5 00	1	•	TORONTO	500	" G. T. R. W. or Steamer.	17s. 6d.	4 37
		1		Thornhill	512	" O. S. & H. R. W. from Toronto.	22s.	5 50
		1		Tyandenaga	377	" G. T. R. W.		
		1		Trenton	400	" do.	15s.	3 75
19s.	4 75	1	•	Whitby	471	By G. T. or Steamer.	16s. 6d.	4 12
26s.	6 50	1		Woodstock	587	" G. W. R. W. from Hamilton.	23s.	5 75
11s.	2 75	1	•	Williamsburg	260	" G. T. R. W. or Steamer.	8s. 6d.	2 12
		1	•	Weston	510	" G. T. or O. S. & H. R. W. from Toronto.	18s. 6d.	4 62
28s. 6d.	7 12	1		Windsor	631	" G. W. R. W. from Hamilton.	25s.	6 25
34s.	8 50	3		St. Andrew's [N. Bruns.]	629	G. T. E. W. to Portland and thence by Steamer.		
36s.	9 00	3		St. John's [N. Brunswick.]	676			
				UNITED STATES.				
		5		Albany [New York]	436	By Railway and Steamer from Montreal.	21s.	5 00
24s.	6 00	2		Buffalo. "	573	" do. do. do.	21s. 6d.	5 37
26s.	6 50	3		Boston [Massachusetts]	423	" G. T. R. W.	24s.	6 00
		5		Burlington [New York]	270	" Railway from Montreal.	11s.	2 75
12s.	3 00	2		Cape Vincent "	359	" Steamer from Kingston or Ogdensburgh.	11s.	2 75
36s.	9 00	1		Chicago	1007	" G. W. R. W. from Hamilton.	33s.	8 25
33s.	8 25	2		Cleveland [Ohio]	756	" Steamer and Railway from Buffalo.	29s.	7 25
43s.	10 75	2		Cincinnati "	1011	" Railway from Cleveland.	37s. 6d.	9 37
40s.	10 00	2		Columbus "	891	" do. do.	35s.	8 75
28s. 6d.	7 12	1		Detroit [Michigan]	724	" do. Hamilton.	25s.	6 25
51s.	12 75	1		Galena [Illinois]	1179	" do. do. and Chicago.	46s.	11 50
		2		Lewiston [New York]	545	" Steamer from Toronto.	19s.	4 75
47s.	11 75	2		Louisville [Kentucky]	1153	" Railway from Cleveland via Cincinnati.	45s.	11 25
25s.	6 25	3		Lawrence [Massachusetts]	380	" Grand Trunk Railway.		
		1		Monroe [Michigan]	910	" Railway from Hamilton via Detroit.	31s.	7 75
41s.	10 25	1		Milwaukie [Wisconsin]	1092	" do. do. do.	37s. 6d.	9 37
35s.	8 75	1		Green Bay "	1044	" do. do. do.	43s.	10 75
		1		Manitowoc	1040	" do. do. do.	40s.	10 00
		5		New York, City	576	" Railway & Steamer from Montreal.	20s.	5 00
12s.	3 00	1		Ogdensburg [New York]	282	" Ferry-boat from Prescott.	10s.	2 50
16s.	4 00	2		Oswego, "	456	" Steamer from Kingston or Ogdensburgh.	14s.	3 50
22s.	5 50	3		Portland [Maine]	316	" G. T. R. W.		
41s.	10 25	2		Pittsburg [Pennsylvania]	896	" Railway from Cleveland.	38s.	9 50
19s.	4 75	2		Rochester [New York]	491	" Steamer from Kingston and Ogdensburgh.	17s.	4 25
		2		Sackett's Harbor "	232	" do. do. do.	15s.	3 75
41s.	10 25	2		Sandusky [Ohio]	816	" do. from Buffalo.	37s.	9 25
37s.	9 25	1		Sheboygan [Wisconsin]	1100	" O. S. & H. R. W. and Steamer from Collingwood.	35s.	8 75
51s.	12 75	1		St. Louis [Missouri]	1292	" Railway from Hamilton via Chicago.	46s.	11 50
41s.	10 25	2		Toledo [Ohio]	869	" Steamer from Buffalo.	31s.	7 75
		5		Troy [New York]	430	" Railway from Montreal.	20s.	5 00

EXPLANATION OF THE REMARKS IN THE TARIF.

G. T. R. W.—Grand Trunk Railway.
O. S. & H. R. W.—Ontario, Simcoe & Huron Railway.
G. W. R. W.—Great Western Railway.
C. & P. R. W.—Coburg and Peterboro Railway.
P. & O. R. W.—Prescott and Ottawa Railway.
E. T.—Eastern Townships, Lower Canada.

OM QUEBEC.

RKS.	FARE BY STEAMBOATS. Sterling.	$ Cts
G. W. R. W.	20s.	5 00
nto.	25s.	6 25
m Prescott.	12s.	3 00
teamer.	17s. 6d.	4 37
. from Toronto.	22s.	5 50
	15s.	3 75
r.	16s. 6d.	4 12
m Hamilton.	23s.	5 75
teamer.	8s. 6d.	2 12
H. R. W. from To-	18s. 6d.	4 62
28m Hamilton.	25s.	6 25
Portland and thence		

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QUEBEC GUIDE,

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A CARTERS' TARIFF,

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TABLE OF RAILROAD DISTANCES

THROUGHOUT THE PROVINCE.

J. O. FILTEAU & FRERE
2 Rue
LIBRA ES
do.
QUEBEC

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P. SINCLAIR, BOOKSELLER, STATIONER, &c.
No. 56, St. John Street.

1857.

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THE

QUEBEC GUIDE.

The appearance of Quebec cannot fail to suggest many recollections to the stranger who looks upon its walls for the first time, for, though it is not the oldest settlement of the French colonists, all the most striking events of Canadian history are associated with its foundation and growth. Here, in 1535, Jacques Cartier first landed at the Indian settlement of Stadacona, and here, nearly eighty years after, Champlain settled, making Quebec the future capital of New France. A capital which in 1629, or twenty years after, was taken by Captain Kirk with a fleet of three small ships, from a population starving and devoid of muskets even for its small garrison. Here too fell the young and brave Wolfe, and his equally brave antagonist Montcalm. And here fell Montgomery in his desperate attack at night in the midst of a snow storm—which, ere daylight broke, had covered in his cold winding sheet the stricken brave who had fallen in the rash attack. All these things have passed away—the frowning fortifications preside over peace and busy commerce, and of the many hundreds of ships now lying in her roads and at her wharves, are all peaceful merchantmen receiving their loads of timber from the far away Ottawa. But let us disembark and climb the steep ascent to the Upper Town.

We would recommend the stranger, as soon as he finds himself in readiness to proceed from his lodgings for the purpose of enjoying the scenery of Quebec and its environs, to visit in the first place the Citadel, and place himself near to the flag staff. His interest will be more completely gratified, if he be accompanied by an individual conversant with the surrounding localities and their associations. The Citadel, which surmounts the summit of Cape Diamond, is three hundred and fifty feet above the River, and includes about forty acres. This fortress, admitted as unequalled by any military work on this Continent, and as second to few of the most celebrated fortresses in the Old World has been frequently and appropriately called the "Gibraltar of America," Hence is commanded a *coup d'œil*, which American and European travellers have pronounced unsurpassed in the New and Old Worlds. The view embraces the oppposite banks of the majestic river for forty miles up and down, backed by extensive plains receding to lofty mountains in the distance, the Island of Orleans between its shores, and on either hand the lovely village of Pointe Levi and that of Beauport, whilst the Great River and the St. Charles unite in forming the magnificent basin, on whose bosom vessels of every size are continually floating. Here the position of the City, on the tongue of land formed by these rivers, is well seen. The Cape is composed of dark-coloured slate, in which are found in veins, quartz crystals, sparkling like *diamonds*, and hence arose the name of Cape Diamond. A walk along the ramparts above the Esplanade is a delightful promenade. Hence the eyes rest on the small group of hills, forming the portal to the wilds which are trodden only by the feet of the Indian hunters as far as Hudson's Bay—the lower range of mountains forming a boundary to civilization in this direction. The St. Charles is seen to most advantage at sun set, when its shores, studded with white buildings,

are illuminated by his declining rays, as they momentarily rest on the chain of hills above the beautiful Valcartier.—The Obelisk to the memory of Wolfe and Montcalm stands on the Promenade between the gardens attached to the Castle. The Earl of Dalhousie, when Governor General, originated the erection of this monument, and contributed handsomely to the subscription fund. Captain Young, of the 79th Highlanders, prepared the design. For the benefit of those who do not understand the Latin language, we subjoin a translation of the two inscriptions. "This monumental stone to the memory of the illustrious men, Wolfe and Montcalm, was laid by George, Earl of Dalhousie, Governor-in-Chief over all the British Provinces in North America; a work neglected for many years (what is there more worthy of a gallant general?) he promoted by his influence, encouraged by his example, and favoured by his munificence. 15th November, 1827, George IV. reigning King of Great Britain. Military prowess gave them a common death, History, a common fame, Posterity, a common monument. In the year of our Lord, 1827." It is not devoid of interest to record here, that, when the foundation-stone of this monument was laid in presence of His Excellency, the Governor-in-Chief, the Lord Bishop of Quebec, the Chief Justice, the Committee of Superintendence, and a large assemblage of Ladies and Gentlemen, the ceremony derived a peculiar interest from the presence of Mr. Thompson, one of the few survivors (supposed to be the sole one in Canada) of the gallant army, that served under Wolfe on the memorable 13th of September, 1759. This veteran, then in his 95th year, walked with the party that accompanied the Earl, and leaned on the arm of the officer, whose chaste and appropriate design for the monument was adopted. The venerable man, having been called upon by the Governor to assist as a Free Mason in the ceremony, with a firm hand gave the three

mystic strokes with the mallet on the stone. He has since paid the debt of nature, having died on the 25th of August, 1830, in the 98th year of his age. He was for a long time Overseer of Works in the Engineer Department of the Garrison. He was born at Tain, the county-town of Ross-shire in Scotland; and, having come to this country in General Wolfe's army, was at the capture of Louisbourgh in Cape Breton Island, and in the unsuccessful affair near Montmorenci Falls. He also took part in the defence of Quebec against the attacks of the American Generals, Arnold and Montgomery, in 1775. When his remains were conveyed to the grave with military honours, the band and firing party were furnished by the 15th Regiment, the senior corps in garrison, which by a singular coincidence happened to be one of those which formed the army under Wolfe.

The traveller might now descend through the Place d'Armes to the Seminary Gardens—The English or Protestant Cathedral is one of the handsomest modern edifices in the City. It was consecrated in 1804. The communion plate is very magnificent, and was presented by King George the Third. His Majesty also presented the books for Divine service—the altar-cloth, &c. The spire, which is one hundred and fifty-two feet above the ground, and covered with tin, from the church standing on nearly the highest ground in the city, is a very conspicuous object at a great distance. Within is erected a handsome monument of white marble to the memory of the late Dr. Mountain, first Bishop of Quebec, who procured the erection of the building. Beneath the altar are interred the remains of the Duke of Richmond, Governor-General of these Provinces, who died of hydrophobia, in August, 1819. A few other handsome monuments adorn the walls. On the north side of the Church, there stood, since Quebec was a city, a huge elm-tree, one of the aborigines of the forest. It was blown down

during a squall some years ago. Within the enclosure stands the Rectory, in which the Bishop of Quebec reside; a small chapel is attached. There are besides four chapels of the Church of England within the Parish of Quebec, viz.—that of the Holy Trinity, St. Matthew's or the Free Chapel, St. Paul or the Mariner's Chapel, and St. Peter's. The Church and Convent of the Recollets or Franciscans were formerly situated near this spot, having been destroyed by fire in 1796. On a part of their grounds the Church stands. This order is now extinct in Canada. The Court House, which is a large modern structure of stone, contains on the ground-floor apartments for holding the Quarter Sessions and other inferior Courts, offices of Clerks of the different Courts, &c., &c. Above there is a spacious chamber, in which are held the Superior Court, Criminal Court, the Court of Appeals, and the Admiralty Court. There are also offices for the High Sheriff and other magistrates, and a room for occasional Militia Courts-martial. It occupies, like the English Church, a part of the site on which stood a monastery and church of the Recollets, which were destroyed by fire in 1796. We shall now briefly allude to such public edifices as seem worthy of notice from their antiquity or interesting associations. The Castle of St. Louis was built shortly after the city was fortified with solid works, and comprised four acres, once fortified; but the great extension of the works rendered the walls superfluous, and they were allowed to go to decay. Here was the residence of the Representative of the Crown, while Quebec continued the Seat of Government. The Castle was entirely consumed by fire in 1834. The site is laid out for a promenade, from which a most extensive view of the surrounding country may be obtained. It is called Durham Terrace. The largest religious edifice is the Roman Catholic Cathedral. It was built under the auspices of the first Bishop of Que-

bec, and was consecrated in 1666, under the title of the *Immaculate Conception.* It is two hundred and sixteen feet long by one hundred and eighty in breadth, and stands on ground belonging to the *Fabrique*, or Church land. It is divided into a nave and two aisles. At the upper end of the former is the grand altar; and in the side aisles are four chapels, dedicated to different saints. It is dedicated to Notre Dame de la Victoire, and can accommodate about four thousand persons. Adjoining the Cathedral stands the Seminary, forming three sides of a square, and occupying with its attached buildings a large space of ground. It was founded and endowed in 1663 by Monseigneur de Laval de Montmorency, first Bishop of Canada. During his life-time the buildings were twice burnt to the ground. Having resigned his Bishopric, he passed the last twenty years of his life within the Seminary. This institution was originally intended for the instruction of the Catholic Clergy exclusively. The early regulations have long ago been set aside; and students of the Catholic persuasion, intended for any profession, are instructed in the different branches of literary and scientific knowledge, on paying the trifling sum of 5s. annually for defraying incidental expenses. Pupils are boarded at the very moderate charge of £12 10s. yearly. The establishment is divided into two branches, distinguished as the Grand and Petit Séminaire. The course includes Latin and French, Mathematics, Belles-lettres, Moral and Natural Philosophy, Astronomy, Chemistry, Drawing, Music, &c., &c. Besides the requisite domestic apartments, such as dormitories, refectories, &c., it contains halls for the senior and junior classes, and residences for the Superior, Directors, Professors, and different masters. These incumbents receive no emoluments, as they consecrate themselves *gratuitously* to their arduous labours. The institution only guarantees "food and raiment" in sickness

and health. The annual exhibitions are most interesting, and are attended by crowds of the respectable citizens, and parents and guardians of pupils from a distance. The Catholic Bishop resides in a large cut-stone house in rear of the Cathedral. It was built in 1849, and has accommodation for upwards of one hundred of the Clergy, many of whom have frequent occasion to visit Quebec. In the Bishop's ante-chamber are suspended the portraits of his twelve predecessors. The chapel contains the best collection of paintings (by eminent masters of the French school) in this country. The library contains upwards of nine thousand volumes; and there is a valuable collection of philosophical instruments, besides fossils, minerals, Indian curiosities, &c. The Ursuline Convent and Church of St. Ursula, are neat structures, surrounded by large productive gardens. This establishment was founded in 1639, by Madame de la Peltrie, for the purpose of extending the benefits of education to the young females of the colony. Pupils have resorted thither from the United States, Nova Scotia, and Prince Edward's Island. It contains a Superior, fifty Nuns, and six novices, who give instruction in reading, writing, and needle-work. They are very assiduous in embroidery and other ornamental works, especially for ecclesiastical vestments. Considerable prices are obtained for their fancy-work, and by this means, and the produce of the gardens, the revenue of the community is increased. The Convent has been twice destroyed by fire, in 1650 and 1686. It is worthy of honorable notice, that on both occasions the unfortunate outcasts, to the number of fourteen and twenty-five respectively, were most hospitably sheltered for the space of three weeks under the roof of the *Hospitalières*, or Nuns of the Hotel Dieu. Within the precincts of the Convent are interred the remains of the gallant Marquis de Montcalm, who was

mortally wounded in the eventful battle on the Plains of Abraham in 1759. Lord Aylmer, when Governor-in-Chief, caused a marble slab with an appropriate inscription to be erected to his memory in the Chapel. The Chapel, contains about a dozen paintings which may be examined on application to the Chaplain. Those within the Convent are not open to the public. This establishment is usually visited by strangers, who, on making application to the Roman Catholic Bishop, will receive the necessary introduction or permission. On the arrival of Jesuits in Canada in 1635, they erected a suitable habitation, the destruction of which a few years afterwards made way for their spacious Monastery. It was forfeited on the suppression of that order, and at the conquest was regarded as Crown property. It was formerly surrounded by gardens, which were then destroyed and converted into a place of exercise for the troops. The citizens with much regret saw felled to the ground the stately trees, yet untouched by decay, that had been the primeval tenants of the site at the foundation of the city. The elegant building formerly denominated the Bishop's Palace, standing on an elevated spot, is very conspicuous, and originally had a chapel connected therewith. The Bishop having accepted an annuity in lieu of it, the government fitted it up for the accommodation of the two branches of the Legislature, by whom it continued to be used for their sessions for many years until it was destroyed by fire. The Quebec Library, a valuable collection of books numbering upwards of six thousand volumes was for several years in this building. It was founded in 1779, during the administration of General Haldimand, who liberally contributed one hundred volumes of valuable works towards its formation. This building contained also the Museum of the Literary and Historical Society, which was founded in 1824, and united in 1829 to that for the Promotion of Arts and Sciences. The

Mineralogical and Botanical collections are said to be valuable.

The Artillery Barracks, which form a range of stone buildings upwards of five hundred feet in length, roughly constructed, but very substantial and well arranged, were erected before 1750, for the accommodation of troops by which the garrison was re-inforced, and were then distinguished as the *Casernes Nouvelles.* Besides quartering the artillerymen, they contain an ordnance-office, storehouses, workshops, and an armory. The armory which occupies several apartments, contains, in a state of complete repair and readiness for immediate use, small arms of every description, sufficient for the equipment of twenty thousand men. The admiration of strangers is excited by the fanciful *coup-d'œil*, which is presented by the display of the arms in various designs and emblematical devices.

Among public places in the Upper Town we may mention Durham Terrace, and the Esplanade, the latter being the chief theatre for military exercises. A little to the west of Hope-Gate stands the building once occupied by the brave Marquis de Montcalm, now divided into three private residences. It is only remarkable now as having been the residence of the French General, whose fame has been perpetuated with that of his antagonist Wolfe.

In St. Anne's Street is St. Andrew's Church in connexion with the Scotch Establishment. A Minister of that Church is believed to have officiated to the Presbyterians since the conquest in 1759. It is ascertained that "an apartment was assigned by the King's Representative in the Jesuits' College as a place of worship for the members of the Scotch Church" previously to 1767, and was occupied as such without interruption until 1807, when Colonel Brock, commandant, requested the congregation to remove on the shortest notice, as it was found

necessary to appropriate the apartment to the accommodation of the troops. In November the congregation removed to the lower room of the Court-House. In November of 1808, His Excellency, Governor Craig, granted the lot of ground on which the present Church now stands. It was opened in November, 1810, by the late Rev. Dr. Spark, who died in 1819. In 1821 it was found inadequate for the accommodation of the members, when the Earl of Dalhousie was pleased to grant an additional space of ground, on which the present enlarged church, which was completed in 1824, and a comfortable manse for the Minister, now stand. The Church accommodates thirteen hundred sitters. In St. Francis Street stands St. John's Church, previously a Congregational Chapel. It was erected in 1816. In 1830 the Congregation having conformed to the doctrine, discipline, and laws of the Church of Scotland, received the ministrations of a Minister of that church. At the disruption of the Scottish Establishment, a majority of the Congregation connected themselves with the Free Church of Scotland. It is now occupied as a Temperance Hall, where the Sons of Temperance hold their meetings, the congregation of the Free Church having since built a beautiful gothic edifice, called Chalmer's Church, in St. Ursule Street, which will be long remembered as the scene of the Gavazzi's Riots. The Wesleyan Methodists have two Chapels, one in St. Stanislaus Street, (erected in 1850) a plain but beautiful edifice in the Gothic style, the interior of which is tastefully fitted up, a fine organ has also been introduced—the other in St. Louis Suburb, is called the "Centenary Chapel."

The Lower Town extends along the base of the precipice on the summit of which the Upper Town is built. The site is almost entirely the creation of human industry, having been gained by excavation from the base of the precipice, or redeemed from the river by building out

into its waters. The towns are connected by Mountain Street, which was formerly almost impassable far carriages. Foot passengers avail themselves of the shorter passage, popularly known as the *Break neck Stairs.* The wharves are very extensive, and are generally carried out upwards of two hundred yards into the river. The Chapel (*Sucursale, i. e.* in aid of the Parish Church) standing in the Square, is of great antiquity, as it was built and used as a church before 1690. In that year Sir Wm. Phipps in attempting to capture Quebec was defeated; and the *Fête de Notre-Dame de la Victoire* was instituted for annual celebration in this church on the 7th of October. After the shipwreck of the English fleet in 1711, which was regarded by the inhabitants not only as a second victory but as a miraculous interposition in their favour, the church received its present name of *Notre-Dame des Victoires*, that both events might be commemorated at once. We may here notice the other Roman Catholic Churches, viz.: that of the Congregation, on the hill leading from the Esplanade and St. John's Gate, and that in the populous suburb of St. Roch. The former is perfectly plain in the interior, while the latter is well finished and has several paintings. Among them is one of Bishop Plessis, a great benefactor to this Church. Another has also been erected in St. John's Suburbs, equal in size to the Cathedral. St. Patrick's occupies an area of one hundred and thirty-six by fifty-two feet. Its corner stone was laid in the fall of 1831, and it was opened for religious service on the first Sabbath of July, 1833. The steeple is well proportioned, and stands one hundred and twenty feet from the ground to the ball supporting the cross. The interior is calculated to strike the beholder with religious awe and admiration.

The Quebec Exchange, a commodious edifice of cut stone, was erected in 1828-9, and has answered the sanguine expectations of the proprietors. The second-floor

is where merchants most do congregate," and is devoted to the Reading-room, which is admirably conducted; the upper part contains the rooms of the Board of Trade. The Quebec Bank, which was established in 1818 and incorporated in 1822, occupies the lower story of the handsome edifice built by the Quebec Fire Assurance Company, whose office is on the second story. In this part of the Lower Town are the Branch Agencies of the Bank of Montreal, Bank of British North America and Montreal City Bank. The King's Wharf, which is appropriated to the purposes of Government, has on it extensive stores belonging to the Commissariat Department, which were erected in 1821. Here land and embark the officers of the Army and Navy, the troops, &c. The building formerly used as a Custom House adjoins on the west. Nearly opposite to this there anciently stood a barrier, where the two ways diverge, one to the steps leading to the Upper Town, and the other to the Harbour. Close to this spot Montgomery was killed as above mentioned, 31st December, 1775. At some distance beyond (about two miles) is Wolfe's Cove where the intrepid leader, from whence it derives its name, succeeded in ascending the Cliff, and in forming his army in battle-array on the plains of Abraham. The Marine Hospital was erected for the reception of sailors and others landing in Quebec afflicted with disease. It is supported by a tax of one penny a ton levied on each vessel arriving from Sea, and a proportion of the tax upon Emigration. It stands on the bank of the River St. Charles, nearly opposite to the spot where Jacques Cartier first wintered in 1535. The ceremony of laying the first stone was performed by Lord Aylmer, Governor-in-Chief, in May, 1832. It was opened in July, 1834. Its estimated cost was twenty-three thousand pounds or ninety-two thousand dollars. The exterior is of the Ionic order; and the proportions are taken from the Temple

of Muses on the Ilissus near Athens. The first story contains Catholic and Protestant Chapels with apartments for officiating Ministers, apartments for Housekeeper, steward, and Nurses, wards for sixty patients, besides two kitchens, store-rooms, baths, &c. The principal story contains the large Entrance Hall, apartments for the Medical Officers, their Examining Rooms, and Operating Theatres, besides a Museum, and accommodation for sixty-eight patients. The third story contains apartments for the chief nurses, and wards for one hundred and forty patients. The upper story is appropriated as a Lying-in-Hospital for thirty-four patients. The attics will contain sixty; so that there is accommodation for three hundred and sixty-two persons. Each story is supplied with cold, hot, and vapour baths. In the basement are cellars, kitchens, laundry, &c. The entire premises contain an area of about six acres, laid out in gardens and promenade grounds for convalescents.

In the month of May and June of 1845, at an exact interval of four weeks, Quebec was visited by two most calamitous fires. So rapid and extensive was the destruction that nearly one-third of the population was rendered houseless, and the entire suburbs of St. Roch and St. John's reduced to ashes. About sixteen hundred buildings, of which twelve hundred were dwellings, were destroyed. The total loss was estimated at eight hundred and seventy-five thousand pounds, or five millions and five hundred thousand dollars, of which about one hundred and twenty-five thousand pounds, or five hundred thousand dollars was insured. About forty lives were lost. This awful conflagration was arrested mainly through the noble exertions of the 43rd and 89th Regiments, then composing the Garrison, and of part of the Royal Artillery. The appeals of the Committee of the Quebec Relief Fund were nobly responded to, not only by the Mother Country and the Sister Provinces, but by

the Colonies generally and by the United States. A sum, amounting, we believe, to nearly one hundred thousand pounds, was thus raised, and the sufferers were enabled to rebuild their houses in many instances in a more substantial manner than before. The Corporation enjoined the use of bricks and stone instead of wood for the walls, and of tin instead of shingles for the roofs.

Having brought under the Tourist's notice the principal features within the City of Quebec that seem worthy of his attention, we propose now to accompany him in a few excursions to the surrounding country. A morning's ramble to the Plains of Abraham will not fail to recal historical recollections and to gratify a taste for beautiful scenery. On leaving the St. Louis Gate, let the traveller ascend the counterscarp on the left, that leads to the *Glacis* of the Citadel; and hence pursuing a direction to the right, let him approach one of the Martello Towers, whence he may enjoy a beautiful view of the St. Lawrence. A little beyond let him ascend the right bank, and he reaches the celebrated Plains of Abraham near the spot where General Wolfe fell. On the highest ground, surrounded by wooden fences, can clearly be traced out the redoubt where he received the fatal wound. He was carried a few yards in the rear and placed against a rock till he expired. It has since been removed. Within an enclosure lower down and near to the road is the stone-well from which they brought him water. The English right nearly faced this redoubt, and on this position the French left rested. The French army arrived on the Plains from the right of this position, as it came from Beauport and not from Quebec; and, on being defeated, retired down the heights by which it had ascended, and not into Quebec. In front of the Plains from this position stands the house of Marchmont. It is erected on the site of a French redoubt that once defended the ascent from Wolfe's Cove. Here landed the British

army under Wolfe's command, and, on mounting the banks, carried this detached work. The troops in the Garrison are usually reviewed on the Plains. The Tourist may farther enjoy a beautiful ride. Let him leave by St. Louis Gate and pass the Plains, and he will arrive at Marchmont, the property of John Gilmour, Esq. The former proprietor, Sir John Harvey, went to considerable expense in laying out the grounds in a pleasing and tasteful manner. His successor, Sir Thomas Noel Hill, also resided here, and duly appreciated its beauties. The view in front of the house is grand. Here the River widens and assumes the appearance of a Lake, whose surface is enlivened by numerous merchant-ships at anchor, and immense rafts of timber float down from various parts of the Upper Province for shipment to England, timber being one of the principal exports from the Canadas. On leaving Marchmont he will pass some beautiful villas, whose park-like grounds remind one of England, and from some points in which are commanded views worthy of a painter's study. Among these villas may be mentioned Wolfesfield, Spencer Wood, and Woodfield. The last was originally built by the Catholic Bishop of Samos, and, from the several additions made by subsequent proprietors, had a somewhat irregular, though picturesque, appearance. It was burnt down, and rebuilt in a fine regular style. It is now the residence of James Gibb, Esq.

In this neighbourhood is situated Mount Hermon Cemetery. It is about three miles from Quebec on the south side of the St. Lewis Road, and slopes irregularly but beautifully down the cliff which overhangs the St. Lawrence. It is thirty-two acres in extent, and the grounds were tastefully laid out by the late Major Douglas, U. S. Engineers, whose taste and skill had been previously shewn in the arrangement of Greenwood Cemetery, near New York. A carriage drive upwards, of

two miles in extent, affords access to all parts of the grounds, and has been so arranged as to afford the most perfect view of the scenery. The visitor, after driving over the smooth lawn-like open surface, finds himself suddenly transferred by a turn of the road into a dark avenue of stately forest trees, from which he emerges to see the broad St. Lawrence almost beneath him, with the City of Quebec, and the beautiful slopes of Point Levi in the distance.

Many beautiful monuments now adorn the grounds, some of which are from Montreal and some from Scotland, but the great majority are the productions of Mr. Felix Morgan, of Quebec, and do great credit to his taste and skill. Many of them are beautiful and costly structures of Italian marble.

A neat Gothic Lodge at the entrance of the grounds, contains the office and residence of the superintendent. In the former a complete plan of the grounds is kept, every separate grave being marked upon it with its appropriate number, so that at any future time, on consulting it, the exact spot of interment can be ascertained, and the Register which is also kept affords information, respecting the places of birth, age and date of death. A large vault, perfectly secured with iron doors, has been constructed for the purpose of receiving bodies, during the winter, when immediate interment is not desired; and a suitable stone chapel, in the Gothic style has been erected adjacent to the grounds, where Divine Service, according to the rites of the Church of England, is performed.

On leaving this lovely spot, the ride continues through the woods on the edge of the banks rising from the shore. On the south side are distinguished the embouchures of the Etchemin and Chaudière pouring in their tribute of waters. At Pointe aux Puisseaux the road leads down to Sillery Cove. The view from this point would afford an

excellent composition for the brush of the landscape-painter. Before reaching the ascent to the villa of the late Mr. Macnider is an old stone house, formerly inhabited by the heroine of "Emily Montague," near which are the ruins of what was once a large stone chapel. Such visitants as are unacquainted with this novel will find in it a faithful picture of the manners and condition of the colonist when Canada first became a British colony. A mile beyond is the villa of Kilgraston. Hence the Tourist, instead of returning by a road conducting through a wood into St. Louis Road for Quebec, will do better by continuing his ride to the Church of St. Foy, from which is seen below the St. Charles gliding smoothly through a lovely valley, whose sides rise gradually to the mountains and are literally covered with habitations. The villages of Lorette and Charlesbourg are conspicuous objects. Before entering the Suburb of St. John, on the banks of St. Charles stands the General Hospital, designed, as the name implies, for the disabled and sick of every description. Charlevoix says that "it is the finest house in Canada, and would be no disparagement to our largest houses in France; the Fathers Recollets formerly owned the ground on which it stands. M. de St. Vallier, Bishop of Quebec, removed them into the city, bought their settlements, and expended one hundred thousand crowns in building, furniture and foundations." The first ecclesiastics in Canada were Recollets, four in number, brought out by Champlain in 1615. Their original habitation, consisting of a small lodge and seminary, was on the spot where the General Hospital now stands. It was commenced before 1620. In 1690 the Recollets were induced to remove to grounds where the Episcopal Church now stands. This foundation was at first under the charge of the Sisters of the Congregation, but in 1692 under that of the *Hospitalières* or Nuns of the Hotel Dieu; from which community it received its

Superior and twelve professed Nuns. In 1701 the Nuns of the General Hospital were made a separate and independent community. At present it is governed by a Superior, at the head of fifty Nuns and a few Novices and *Postulantes.* The appearance, external and internal, is regular and pleasing. The male patients are lodged on the ground-floor, and the females in that above. The Nuns are distinguished for the manufacture of Church ornaments and for their skill in gilding. The produce of their works is added to the general fund of the Institution, whose support is chiefly drawn from the revenue of the landed property that has been granted to it from time to time. The deficiency is sometimes supplied by grants from the Provincial Parliament. A neat chapel is attached to the establishment. On the opposite side of the road are two houses, one of which was appropriated to the treatment of persons laboring under insanity, who have since been removed to the Government Lunatic Asylum at Beauport, and the other as a dwelling-house for servants employed in a farm belonging to the establishment.

A day's excursion to Indian Lorette and Lake St. Charles would gratify, we doubt not, many a Tourist, It will be necessary to leave by six o'clock, A. M., and to take provisions for the day. A calèche is the best conveyance for the trip. After leaving the Palace Gate, the site of the former Intendant's Palace is passed. Mr. Bigot was the last Intendant who resided in it.

The most pleasant road to Lorette is along the banks of the St. Charles. On arriving at the village, the best view is on the opposite bank. The fall is in the foreground, and the church and village behind. The villagers claim to be descended from those Hurons, to whom the French Monarch in 1651 gave the seigniory of Sillery. In the wars between the French and English the Hurons contributed much to the success of the former,

as they were one of the most warlike tribes among the aborigines of this continent. At present they are a harmless quiet set of people, drawing only part of their subsistence from fishing and hunting. A Missionary is maintained by Government for their religious instruction, and the schoolmaster belongs to the tribe. Here may be purchased bows and arrows, and moccasins very neatly ornamented by the squaws.

On arriving at Lake St. Charles, by embarking in a double canoe, the tourist will have his taste for picturesque mountain scenery gratified in a high degree. The lake is four miles long and one broad, and is divided into two parts by projecting ledges. The lake abounds in trout, so that the angling tourist may find this spot doubly inviting. On the route back to the city the village of Charlesbourg is passed. It is one of the oldest and most interesting settlements in Canada. It has two churches, one of which is the centre of the surrounding farms, whence they all radiate. The reason for this singular disposal of the allotments arose from the absolute necessity of creating a neighborhood. For this purpose each farm was permitted to occupy only a space of three acres in front by thirty in depth. Population was in these days scanty, and labourers were difficult to be procured. By this arrangement a road was more easily kept up in front of each farm, and it was the duty of every proprietor to preserve such road. Another advantage was the proximity of the church, whence the bell sounded the tocsin of alarm, whenever hostile attempts were made by the Indians, and where the inhabitants rallied in defence of their possessions.

We take the liberty of presenting our readers almost *verbatim* with the following interesting extracts, and thus conclude our notice of the ancient capital of Canada. The approach to the Citadel, which is nearly two hundred feet higher than the ground on which

the Upper Town is situated, is by a winding road made through the acclivity of the *Glacis* from St. Louis Gate, and commanded everywhere by the guns of the different bastions. This leads into the outward ditch of the ravelin, and thence into the principal ditch of the work, built on both sides with walls of solid masonry, and extending along the whole circumference of the Citadel on the land and city sides. The main entrance is through a massive gate of admirable construction, called *Dalhousie Gate* in honour of the Earl of Dalhousie, who succeeded the Duke of Richmond, as Governor-in-Chief of these Provinces, in 1820. Within are the Main-Guard-rooms for a detachment and an officer, who are relieved every day; and in front is a spacious area used as a parade-ground, or rather an enlargement of the ditch formed by the retiring angles and face of the bastion. This is a splendid work, presenting a most august appearance, and combining strength and symetry with all the modern improvements in the art of fortification. In the face of this bastion are loopholes for the fire of musquetry; on the top are embrasures for cannon. The loopholes serve also for the admission of air and light into the casemated barracks within for the troops composing the Garrison. They are commodious and well adapted for comfort and safety, being well ventilated, and proof against fire and missiles of every description. On the top of *Dalhousie Bastion* is an extensive covered way, or broad gravel walk, with embrasures for mounting cannon, commanding every part of the Ditch and Glacis, and every avenue of approach to the Citadel. From this elevated spot is obtained an extensive and delightful view of the surrounding scenery, forming a panorama that competent judges have pronounced not inferior to the celebrated Bay of Naples. An equally magnificent view is obtained from the summit of the Cavalier, at the eastern extremity of the citadel, and also

from the Observatory on its western point towards the Plains of Abraham. Within the citadel are the various magazines, store-houses, and other buildings required for the accommodation of a numerous garrison; and immediately overhanging the precipice to the south, in a most picturesque situation looking perpendicularly downwards on the river, stands a beautiful row of buildings, containing the mess rooms and barracks for the officers, their stables and spacious kitchens. The fortifications, which are continued round the whole of the Upper Town, consist of bastions connected by lofty curtains of solid masonry, and ramparts from twenty-five to thirty-five feet in height and about the same in thickness, bristling with heavy cannon, round towers, loophole walls, and massive gates recurring at certain distances. On the summit of the ramparts from Cape Diamond to the Artillery Barracks is a broad covered-way or walk, used as a place of recreation by the inhabtants, and commanding a most agreeable view of the country towards the west. This passes over the top of St John's and St. Louis Gate, where there is stationed a sergeant's guard. Above St. John's Gate there is at sunset one of the most beautiful views imaginable. The St. Charles gamboling, as it were, in the rays of the departing luminary, the light still lingering on the spires of Lorette and Charlesbourg until it fades away beyond the lofty mountains of *Bonhomme* and *Tsounonthuan*, present an evening scene of gorgeous and surpassing splendor. The city, being defended on the land side by its ramparts, is protected on the other sides by a lofty wall and parapet, based on the cliff and commencing near the St. Charles at the Artillery Barracks. These form a very extensive range of buildings, the part within the Artillery Gate being occupied as barracks by the officers and men of that distinguished corps, with a guard and mess room. The part without the gate is used as magazines, store-houses and offices for the

Ordnance Department. These buildings were erected by the French before 1750 on the site of others which had formely stood there. They are well secured against fire, and are nearly six hundred feet in length by about forty in depth. Immediately adjoining the Artillery Barracks, and connecting the works on the left with their continuation along the St. Charles, stands Palace Gate, having a guard-house attached to the right. This has lately been rebuilt, and is the most classical and beautiful of the five gates. Though perfectly strong for all purposes of defence, it has an airy and light appearance, not unlike in design the Gates of Pompeii. It stands at the northern extremity of Palace Street, which was so called from leading to the Intendant's House or Palace, which formerly stood on the beach of the St. Charles outside of the gate, on the site of the present Queen's Wood-yard. This building was destroyed during the siege by the American troops under General Arnold in 1775. From Palace Gate the fortifications are continued along the brow of the cliff overlooking the mouth of the St. Charles, until they reach Hope Gate, a distance of three hundred yards. A broad and level walk divides the outward wall from the possessions of the community of the Hotel-Dieu. The wall near Hope Gate and Guard-house is loopholed for musketry. At Hope Gate commences the gradual elevation of the ground which terminates at the eastern point of Cape Diamond. Beyond the gate the wall is continued until it reaches a point opposite St. George Street and the store-house at the angle of the Seminary Garden. Here it reaches the perpendicular cliff *Sault-au-Matelot*, or *Matelot's* (Sailor's) *Leap*, so called from a favorite dog of that name that there fell over the cliff, on part of which Champlain commenced his first settlement in 1608. From this eminence the Grand Battery, mounting a range of heavy guns carrying balls of thirty-two pounds, commands the basin and har-

bor below. In front of the Grand Battery, which extends to the Bishop's Palace, and where the escarpment of the cliff is nearly three hundred feet above the water, the stone parapet is but a few feet high. The black artillery, as Professor Silliman observes, "look like beasts of prey crouching and ready to leap upon their victims." Close to the Bishop's Palace, long used as the place where the Provincial Legislature met, is Prescott Gate with its Guard-house. Under its arch is the principal avenue to the Lower Town by Mountain Street. It is protected by powerful defences, and by works which connect it on the right with the former Castle of St. Louis. Here the stone rampart forms part of that ruin, and is supported by buttresses built upon the solid rock, and immediately overlooking the Lower Town, at an elevation of more than two hundred feet. To the south-west side of the Castle is the Government Garden, one hundred and eighty yards long by seventy broad, within which a small battery commands part of the harbor. In front, the fortifications are continued three hundred yards, until they reach the foot of the *Glacis* or acclivity towards Cape Diamond, crowned at that point by the Round Tower and Flagstaff. The extent of the ramparts towards the land-side, from the south-west angle of the citadel to the cliff above the St. Charles, is stated to be eighteen hundred and thirty-seven yards. Within this rampart is the Esplanade, a level space covered with grass, between St. Louis and St. John's Gates. Here are mounted the several guards on duty at the citadel and other public buildings each forenoon, except Sabbath, at eleven o'clock; and here occasional parades of the garrison take place, particularly on the Queen's birth-day. The circuit of the fortifications enclosing the Upper Town is two miles and three quarters; the total circumference outside the ditches and space reserved by government, on which no house can be built on the west side, is about

three miles. Generally speaking, the city may be said to be entirely surrounded by a lofty and strong wall of hewn stone, constructed with elegance as well as with regard to durability. The castellated appearance produced by the battlements, ditches, embrasures, round towers and gates, adds much to its grand and imposing effect from without. There are five gates, opening in different directions to the country, the suburbs and the Lower Town. Towards the south-west are St. John's and St. Louis Gates, protected by out-works of great strength and powerful combination. Through the latter is the road leading to the Plains of Abraham and the race-course. On the left of this road, on the brow of a slight ascent about half-way to the race-stand, is one of the four Martello Towers erected at different distances between the St. Lawrence and the St. Charles. On these are mounted cannon to sweep the undefended plain below; and they are so constructed that, if taken by an enemy, they can be easily laid in ruins by the shot of the garrison, while on the side facing the Plains they are of immense thickness. Through St. John's Gate passes the road to the populous suburb of that name and to the beautiful village of St. Foy. Palace Gate and Hope Gate open to the St. Charles and the Lower Town. Prescott Gate is the principal thoroughfare to the Lower Town, and notwithstanding the steepness of the ascent, heavy burdens are conveyed up with comparative ease by the small, but hardy horses of Norman breed, which the carters generally employ. Hope Gate and Prescott Gate are called in honor of the Liutenant Generals and Commanders-in-Chief; Henry Hope (1775) and Robert Prescott (1796-9.) Having made the circuit of the fortifications, it seems necessary to notice the different barracks and military buildings for the accommodation of the troops composing the garrison. Besides those contained within the Citadel and the Artillery Barracks, the spacious building in the

Market Place, formerly the College of the Jesuits, has long been occupied by the Queen's troops under the name of the "Jesuits' Barracks." The principal entrance is from the Market Place, opposite the French Cathedral. To the left of this entrance is a large door opening into a hall. Here is the room set apart for the Garrison Library, the property of the military, containing many valuable books and maps. A little beyond the gate is the Barrack-office, nearly opposite to the Scotch Church. In the Place d'Armes, opposite to the Court House, is the Commissariat Office. About half-way between this and St. Louis Gate is a building on the left, occupied as quarters for such officers of the garrison as do not reside in the citadel, in rear of which is the spacious mess-room. At the end of an avenue or court leading out of St. Louis Street, is the Military Hospital, a building completely provided with every necessary appointment. Adjoining to the St. Louis Gate, and fronting to the Esplanade, is the Royal Engineer Office; and in the rear are the spacious yard and workshops of the Royal Sappers and Miners, a detachment of which corps is always station d in Quebec. The officers of the Royal Engineers have charge of the fortifications and of all military works. The Government Laboratory is on the right hand of the road leading to the Citadel, opposite to the Royal Engineer Yard, and stands on the site of an old powder magazine, close to which the remains of General Montgomery were interred on January 4th, 1776. The following elegant peroration is from the pen of Professor Silliman, who visited Quebec in 1819:—

"Quebec, at least for an American city, is certainly a very peculiar place. A military town—containing about twenty thousand inhabitants—most compactly and permanently built—environed, as to its most important parts, by walls and gates—and defended by numerous heavy cannon—garrisoned by troops having the arms, the cos-

tume, the music, the discipline of Europe—foreign in language, features and origin, from most of those whom they are sent to defend—founded upon a rock, and in its highest parts overlooking a great extent of country—between three and four hundred miles from the ocean—in the midst of a great continent and yet displaying fleets of foreign merchantmen in its fine capacious bay—and showing all the bustle of a crowded sea-port—its streets narrow, populous, and winding up and down almost mountainous declivities—situated in the latitude of the finest parts of Europe—exhibiting in its environs the beauty of an European capital—and yet in winter smarting with the cold of Siberia—governed by a people of different language and habits from the mass of the population—opposed in religion, and yet leaving that population without taxes and in the full enjoyment of every privilege, civil and religious. Such are the prominent features which strike a stranger in the City of Quebec!"

The Tourist will of course visit the Fall of Montmorenci, and, if an admirer of nature in her lovely grandeur, may be induced thereafter to extend his excursion to the Falls of St. Anne, (a distance of upwards of twenty miles from Quebec,) which many travellers have pronounced unsurpassed in any quarter of the globe. For this purpose he will leave the City by passing over Dorchester Bridge, across the St. Charles, whence he will pass along pleasant cottages and handsome villas to the village of Beauport, in which is conspicuous the Church with its three spires. The admirably managed Lunatic Asylum for Eastern Canada is situated close to the village. Before reaching the Mills a road on the left leads to the hamlet of Bourg Royal at the base of the mountains. Two miles beyond are the remains of an old French chateau with a scanty clearance embosomed by the forest. It was built by a French Intendant or Governor for his mistress. Notwithstanding the seclusion of the spot his

wife discovered the secret, and found means to have her rival poisoned. The *habitans* superstitiously consider the spot as haunted by the spirit of the unhappy one. During General Wolfe's siege the ladies of Quebec took shelter here, and were undiscovered. In the neighborhood of the Fall the geologist may find not a little to interest him. The Fall is nearly two hundred and fifty feet high, thus greatly exceeding the Falls of Niagara. It was named by Champlain in honor of his patron, the Duke de Montmorenci, prime minister of France. The mansion-house, close to the Fall, and commanding the best view of it, was built by General Haldimand, who was the last Governor of the Province of Quebec from 1778 to 1791. It was afterwards occupied by the Duke of Kent, father of Queen Victoria, and is now in the possession of G. B. Hall, Esq., the proprietor of the extensive saw-mills at the foot of the Fall. Near this place Wolfe made his first attempt, and was repulsed with the loss of seven hundred Hessians. On the opposite side of the wooden bridge thrown across the Montmorenci, stands a house for the reception of travellers, whence is an excellent view of the Fall, as it embraces the village of Beauport and the City of Quebec. Another good view is from the top of the Aqueduct, by which the water is conveyed for nearly a mile to the Mills. The Old Mill has ten saw-gates containing seventy saws, and eleven circular saws. The New Mill has two saw gates with forty saws, and three circular saws. The extraordinary appearance, called the *Natural Steps*, is worthy of attention. It may be remarked as an object of interest to the naturalist, that, when the St. Lawrence is frozen below the Fall, the level ice becomes a support on which the freezing spray descending as sleet, forms a stupendous deposit, and gradually assumes a conical form of great dimensions towards the close of winter. These dimensions vary in each season accord-

ing to the quantity of spray which the water produces. In 1829 the cone attained the height of one hundred and twenty-six feet, the highest it has been observed to attain. The face of the cone next the Fall presents a stalactitical structure, occasioned by the dashing of the water against it. The whole is tinged with an earthy hue, which is no doubt derived from the very minute particles of the bed of the Montmorenci conveyed with the spray into the atmosphere. The formation of this cone may serve to explain the mode in which *glaciers* have been formed. It is manifest, that, were the supply of frozen spray never interrupted by an increase of temperature, as is annually the case, the cone's dimensions would incessantly increase. If the cone rested on an inclined plane instead of a horizontal base, the enlarging bulk and increasing weight would at length cause its subsidence to lower levels. As the portion thus deposited would continue to receive accessions from above, a permanent frozen mass would be the result, and the cone would become a *glacier*. Professor Forbes treats of this subject in a most interesting and scientific manner in his "Travels in the Alps." It is unnecessary to enumerate the variety of features in Canadian scenery which may induce the tourist to loiter on the road between Montmorenci and St. Anne. At this season of the year groups of Canadians of both sexes may be seen busily employed in *hackling* or beating flax. On most of the farms there is raised a quantity sufficient for the consumption of each family. Indeed the stranger cannot fail to have observed, that the country population is chiefly clothed in home-spun woollen cloth and coarse linen, although English broad-cloth and Irish linens may to a limited extent be displayed on Sabbaths and fête-days. Chateau Richer, one of the very few ruins in Canada, belonging to the Seminary, is interesting from historical associations. Its environs afford abundant

sport to snipe-shooters. Two miles beyond the Chateau it is worth the tourist's while to devote half an hour to the Falls of La Puce. The Church of "La Bonne Ste. Anne" has long been an object of interest from the miraculous cures said to have been wrought on the visitors to the shrine. The walls display crutches and other helps to suffering humanity, with which the halt and the lame were enabled to dispense, and which they left as memorials of the efficacy of their faith in the power of the Saint. In connection with St. Anne it may be stated that pigeons in vast numbers yearly visit Canada, when the inhabitants not only get an ample supply for their own subsistence, but send such numbers to market that in Quebec they are sold at as low a price as a shilling per dozen, and sometimes even at a less rate. The parishioners of St. Anne are much spoken of for the successful means which they have adopted for killing and taking alive thousands of these birds; and the stranger on enquiry can learn the method, by which the sportsman seldom fails to bring down all the pigeons as they settle on the loftiest trees, and how, by means of perpendicular nets and poles managed by pulleys, whole flocks are entrapped. Two miles beyond the village of St. Anne, at the Toll-bridge on the river of this name, the tourist may be comfortably accommodated, and will meet with civility and kindness. Hence he can procure a guide to the Falls, which are situated about three miles further on. The ascent commands extensive views of Quebec and the surrounding country. After continuing his journey for a mile and a half on a level but rather rough and wearisome path through a forest, the tourist suddenly descends and finds himself enclosed in a rocky and wooded valley, through the centre of which rushes the St. Anne, and, forcing itself through a narrow chasm of the rocks at an angle of forty-five degrees, continues to roar and tumble to the river below. We cannot afford space here for a

description of the variety of awfully grand and imposing scenes, which a visit to these magnificent Falls will present to the tourist's view. Suffice it to say, that the time slips unconsciously away, and, surprised by the information that he has been on the spot for hours, he at length reluctantly turns away, consoling himself with the reflection that he can never efface the sublime picture from his mind.

The tourist should next cross from Quebec to Pointe Levi, with which a steam-ferry-boat keeps up a constant communication, with the view of visiting the Falls of the Chaudière, distant about eight miles. On ascending the bank, and from different points along the entire road to the mouth of the Chaudière, he will be gratified with imposing views of Quebec and its shipping, and surrounding scenery, including the Isle of Orleans, the Fall of Montmorenci, and the Plains of Abraham. Several neat villas adorn the road, in which citizens of Quebec réside during the summer season. At a short distance beyond Lauzon, formerly the seat of Sir Henry Caldwell, which is in a charming situation, you cross the Etchemin by a wooden bridge. At its embouchure is a large causeway leading to this gentleman's mills, an establishment well worthy of inspection. Thereafter the left side of the road is overshadowed by the rocks till it reaches the Chaudière, which is crossed by a ferry. Three miles beyond is a new road to the left, by pursuing which for a mile, availing yourself of a guide, who may be procured hard by, you will reach this celebrated Fall. Although yielding in grandeur to Niagara and Montmorenci, it possesses features more interesting than either. The river, in its course of one hundred miles over a rugged bed full of rapids and falls, is here narrowed to a width of between three hundred and four hundred feet, and is precipitated over a height of about one hundred and thirty feet, preserving the characteristic features of its *boiling* waters

till it mingles with the St. Lawrence. Hence it has received the appropriate name of *Chaudiere* or *Caldron.* Instead of descending in one continuous sheet, it is divided by large projecting rocks into three channels or cataracts, which however unite before reaching the basin below. A globular-figure is imparted to the descending volumes of brilliant white foam, in consequence of the deep excavations of the rocks, and the clouds of spray produce in the sunshine a most brilliant variety of prismatic colours. The dark green foliage of the dense forests that overhang the torrent on both sides, forms a striking contrast with its snow-white foam. If the Tourist should be so minded, on returning half way to Pointe Levi, he may visit the Falls of the Etchemin by taking the road to his right. On returning to Pointe Levi, he may find time to walk to Aubigny Church, and wander for a while amongst the glades in front of it. In recrossing the St. Lawrence, the Tourist may be reminded of the striking contrast which the winter season presents here on land and water. Then the river is generally choked up with broken fields of ice exhibiting an endless variety of fantastic appearances. The *habitans* cross in canoes, and are frequently obliged to haul and push them foward among the blocks of ice. It is a rare occurrence for the ice to be quite firm between Quebec and Pointe Levi. When this is the case a sort of jubilee is indulged in, and persons are seen enjoying themselves in every direction by sleighing, sliding, skating, curling, &c. A ready communication betwixt both shores then takes place, as the track marked out by means of pine-branches as beacons, forms a road, over which hay, firewood, and other bulky articles are transported in *trainaux* or sledges. A similar laying-out of roads takes place on the taking of the River at all the important thoroughfares, as in front of Montreal, Three Rivers, &c. The channel between the Isle of Orleans and the

North Shore is frozen over annually, when the produce of that fertile spot can be conveyed to market.

Thus far we have brought our companions, and various are the scenes of interest we have visited with them, but we fear with many our fellowship will cease at the wharves of the ancient city ; yet we trust that a large "balance," to use an Americanism, will still continue their journey East, for a voyage to the Saguenay and the Lower St. Lawrence offers temptations that ought not to be resisted. Formerly this voyage was only made by the young and the hardy, for no means existed of reaching it except in fishing schooners or open boats. Now, things are entirely changed, steamboats, well fitted for the work, leave Quebec twice a week, and ere this summer's navigation closes probably daily. In any of these the trip may be made in perfect comfort and even luxury

Every subsequent hour..... 1 7 1 0 1 0

TARIFF OF CARTERS.---CITY OF QUEBEC.

PLACES.		Coach or covered cariole, 2 horses.			Cab or covered cariole, 1 horse.			Calash or Cariole.	
FROM	TO	1 person.	2 persons.	Every additional person.	1 Person.	2 persons.	Every additional person.	1 person.	2 persons.
		s. d.	s. d.	d.	s. d.	s. d.	d.	s. d.	s. d.
Steamboat landing and stands in Lower Town.	Any part of Upper-Town and vice versâ.	1 0½	2 6	7½	1 3	1 7	4	0 9½	1 0½
	" " St. John's Ward, do	2 6	3 1½	7½	1 7	1 10½	7½	1 3	1 7
	" " Champlain's Ward, do	1 10½	2 6	7½	1 3	1 7	4	0 10	1 3
	" " St. Peter's Ward, do	1 7	1 10½	7½	0 11½	1 3	4	0 10	0 11½
	" " St. Roch's Ward, do	2 6	3 1½	7½	1 7	1 10½	7½	1 3	1 7
Stands in Upper Town.	" " Upper-Town, do	1 7	1 10½	7½	0 11½	1 3	4	0 10	0 11½
	" " Peter's Ward, do	1 7	1 10½	7½	1 3	1 7	4	0 10	1 0½
	" " St. Roch's, St. John's & Champlain's Ward, do	1 10½	2 6	7½	1 3	1 7	4	0 11½	1 3
	" " Upper, do	1 10½	2 6	7½	0 11½	1 3	4	0 10	1 0½
St. Paul's Market.	" " St Roch's & St. Peter's ward, do	1 7	1 10½	7½	1 3	1 7	4	0 10	0 11½
	" " St. John's and Champlain's and vice-versâ	2 6	3 1½	7½	1 7	1 10½	4	0 11½	1 3
	Per hour—1st hour		3 9			3 0			1 7
	2nd hour		3 1½			1 7			1 6
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" " Courrier,
" Dublin Warder,
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News of the World,
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" Spectator,
" Minning Journal,
" John Bull,
" Examiner,
" Builder,
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" Saturday Review,
Naval and Military Gazette,
Punch,

Courrier de l'Europe, French,
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" " Herald,
" " Commercial Advertiser,

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" Gazette,
" Journal,
" Canadien,
" Le National,
Montreal La Minerve,
Dundas Warder,
Ottawa Canadian Monarchist,
Kingston Herald,

SEMI-WEEKLY.

London Herald.

WEEKLY.

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Quebec, June, 1857.

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